

AFNS Review

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Sexual harassment hotline remains available

RANDOLPH AIR FORCE BASE, Texas (AFNS - 980100) — The Air Force's senior leaders continue to want military and civilian employees to remain aware of the service's sexual harassment hotline, reminding those associated with the Air Force that the hotline remains open.

The hotline, set up to receive sexual harassment and other forms of discrimination inquiries nearly three years ago, is operated by the Air Force Personnel Center here. The numbers are Toll Free 1-800-558-1404; DSN 487-7849; or commercial (210) 652-7849.

"First and foremost, people should use their chain of command," said Maj. Gen. Susan L. Pamerleau, AFPC's commander. "The hotline, however, opens another channel of communication to those who have a question, concern or complaint about sexual harassment or discrimination and an opportunity to voice it. The Air Force has set a 'zero tolerance' standard for sexual harassment and discrimination and the Air Force takes each call very seriously."

All hotline calls are initially taken by AFPC Call Center representatives. Callers with a sexual harassment or discrimination concern are forwarded to a qualified social actions counselor. Counselors ensure callers understand what avenues are available and also ensure complaints are channeled to the proper authority. Counselors are standing by to take calls during normal duty hours from 7:30 a.m. - 4:30 p.m., CDT.

After normal duty hours, voice mail is available for callers to leave messages. Counselors return after-hours phone calls at the beginning of the following duty day. For emergencies or when an immediate response is desired, counselors are available 24 hours a day. The

Inside

AMC, Boeing name C-17 for John Levitow 2

Marines, AF conduct 1st joint SAR exercise in Japan ... 8

AF ends '97 with lowest suicide rate this decade 9

Air Force revises selective reenlistment bonuses 11

call center voice mail will instruct callers how to reach an after-hours counselor. (Courtesy of AFPC News Service)

UAV Battlelab conducts first initiative

by Capt. Pat Hudson
53rd Wing Public Affairs

EGLIN AIR FORCE BASE, Fla. (AFNS - 980118) — The Unmanned Aerial Vehicles Battlelab, of Eglin's 53rd Wing, put its first initiative to the test recently near Cannon Air Force Base, N.M.

The initiative, known as Suppression of Enemy Air Defenses, was conducted to determine whether a UAV can detect enemy air defenses and transmit the locations of these threats to fighter jets, thus enabling the fighters to destroy these targets.

"This was our first opportunity to test a battlelab initiative, and feel we successfully accomplished our goal of demonstrating a UAV's potential to detect enemy air defenses and transmit information about those defenses back to friendly aircraft," said Col. Joe Grasso, UAV Battlelab commander.

A Hunter UAV flew two-hour missions each day to conduct the initia-

tive. The UAV carried a payload consisting of a direction-finding package to identify and locate potential threats, and an improved data modem to transmit gathered data to the fighter planes.

"The payload on the Hunter UAV performed very well during the demonstration," said Maj. Jim Shane, SEAD initiative program manager. "The direction-finding package identified the given threats, and the improved data modem worked exceptionally well. The improved data modem was probably the highlight of the demonstration."

The demonstration was conducted near the Melrose Bombing Range in the Pecos Military Operating Area in New Mexico.

"This is an outstanding location to conduct this type initiative," Grasso said. "We teamed up with the Air Force Operational Test and Evaluation Center at Kirtland AFB, N.M., which has done some UAV testing here before. There is a good infrastructure setup to work with at this site. We couldn't have been more pleased with the support we have received in making this demonstration a reality."

Now that the concept has been demonstrated, the next step is to conduct a modeling and simulation campaign. This will be followed by a final report which, once approved at wing- and headquarters-level, will be presented to the Air Force Board of Directors who will decide what further action, if any, should take place.

Battlelab conference shares information, ideas

by Staff Sgt. Bill Seabrook
16th Special Operations Wing Public Affairs

HURLBURT FIELD, Fla. (AFNS - 980103) — The Air Force Command and Control (C2) Battlelab hosted an all-military service battlelab director's

conference here Jan. 21-23.

The purpose of the conference was to explore opportunities for joint research and to establish communication links between the different military service battlelabs.

Battlelab commanders shared information during the conference and discussed ways to combine efforts, said Col. Mike Carpenter, C2 Battlelab commander.

"This gathering came to fruition for the specific purposes of fostering the exchange of information between the battlelab commanders, explore opportunities for joint experimentation, leverage other battlelab efforts and establish links between the battlelabs," said Carpenter.

"This way we can ensure we're working together and not wasting our time and efforts on a project somebody else has already done or is doing."

The conference included the directors of the six Air Force battlelabs, 10 Army battlelabs, one Navy battlelab, one Marine Corps battlelab and the Joint Battle Center. Battlelab commanders presented an overview of their operation, its ongoing efforts and key issues.

Air Force battlelabs were originally designed to take advantage of rapid technological growth by exploring new ideas and testing new technologies that would improve the ability of command-

ers to fight a battle and win, said Lt. Col. Ray Santiago, C2 Battlelab logistics program manager.

Air Force battlelabs currently focus on the mission of rapidly identifying and proving the worth of innovative and revolutionary operation and logistics concepts, he said.

For example, the C2 Battlelab here takes ideas from the spectrum of industry to airmen on the flightline. Those ideas are evaluated for application into operational concepts and then tested and demonstrated for worthiness.

Such efforts provide the Air Force the opportunity to decide which programs and technologies to invest in more quickly, and to organize, train, equip and program more effectively.

Battlelabs are critical to today's military as the armed forces are reshaped into a smaller, contingency-oriented, power-projection force, said Santiago. "The need for maintaining a technological edge has never been more important."

The other services' establishment of battlelabs provides part of the foundation for this reshaping, Santiago explained. The labs will serve as a practical mechanism for working with new ideas and assessing new capabilities provided by advanced technology.

"The conference lays the cornerstone for future coordinated battlelab efforts," said Santiago. "It also serves as a mechanism to rapidly field the most helpful innovations in an expeditious as well as user-friendly manner."

The C2 Battlelab here is assigned to the Air Force Air and Space Command and Control Agency headquartered at Langley AFB, Va. (Courtesy of Air Combat Command News Service)

AMC, Boeing name C-17 for Medal of Honor recipient

by Staff Sgt. Jason Tudor
Air Force News Service - 980101

LONG BEACH, Calif. — Air Mobility Command struck a resounding chord for the enlisted force here Jan. 23 when it named a C-17 after the Air Force's most well-known enlisted Medal of Honor recipient.

Gen. Walt Kross, AMC commander, and John L. Levitow pulled the masking

away from aircraft P-37 to reveal its new name — the Spirit of John Levitow — to a crowd of more than 300 people. The C-17 is the first aircraft to be named for an enlisted person.

Levitow received the Medal of Honor after an incident Feb. 24, 1969. At that time, he served as loadmaster aboard a severely damaged AC-47 over Long Binh, South Vietnam. Suffering from more than 40 shrapnel wounds in his back and legs, he saw a magnesium flare thrown by a mortar blast, amid a jumble of spilled ammunition canisters. Despite loss of blood and partial loss of feeling in his right leg, Levitow threw himself on the flare, hugged it close, dragged himself toward an open cargo door and hurled the flare out. Almost simultaneously, the flare ignited harmlessly outside the door and away from the munitions.

Levitow is one of 16 airmen to be presented the Medal of Honor and is the lowest ranking person to receive the award.

"I am a firm believer that I do represent the enlisted corps," he said. "Sometimes they do go unrecognized and they do feel that way. I hope it's a strong aircraft and lasts as long as that AC-47 gunship I was on Feb. 24, 1969. That airplane was 22 years older than I was at the time of the incident."

Kross noted Levitow's heroism in and out of the Air Force. "We can easily call Sgt. John Levitow a hero, but he has continuously requested that he doesn't want to be known as a hero, that his life amounts to much more than those 10 heroic minutes," he said. Kross went on to mention Levitow's service before the incident, spotlighting the unsung efforts of enlisted airmen everywhere, and Levitow's work after he separated from the service. Levitow spent more than 22 years of his life devoted to veterans' affairs and currently works for the state of Connecticut designing veterans programs.

"He has given so much to thousands of American men and women in the United States Air Force uniform, and even some who don't wear the uniform. He has shaped their lives," Kross said. "When we unveil the words on the side of this C-17, we're talking about the spirit of heroism, the spirit of sacrifice

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and the spirit of very, very high standards and courage.”

The naming ceremony also gave AMC's Year of the Enlisted Force program some time in the spotlight. With more than 25 initiatives on the board, the Spirit of John L. Levitow might be the most noticeable, but Kross said there is more to come.

“It's the most visible item for all the passion and excellence our enlisted men and women bring to global air mobility and what they do every day for mankind,” Kross said. “Nothing — and I repeat — nothing happens in the Air Force (or) Air Mobility Command without the dedication, enthusiasm and sacrifice of our enlisted force. Not an aircraft launches. Not a pallet moves. Not a passenger is processed. No one's family gets protected. Not a patient cared for without the world's best enlisted force.

“We want to improve the careers and lives of all the enlisted members on our air mobility team,” he added.

Also during the ceremony, Dr. David Spong, vice president and general manager of the C-17 program for Boeing, spoke of the partnership between Boeing and the Air Force in creating the C-17 and the naming of the jet itself.

“Today's events exemplify why we build the C-17,” Spong said. “The men and women of our armed forces and of our allies deserve the very best equipment possible when they go into harm's way. We make quality ‘job one’ and men like John Levitow are the reason.

“The quality we build into each C-17 Globemaster III might mean someone's life. There can't be any better reason than that,” Spong said.

The jet will be assigned to the 437th Airlift Wing at Charleston Air Force Base.

Portable banks bring blood closer to the “battle”

by Staff Sgt. Cheryl L. Toner
Air Force News Service - 980099

KELLY AIR FORCE BASE, Texas — Getting much needed blood to the front lines during wartime and natural disasters will get a little easier when the last Transportable Blood Transshipment

Center rolls out of Kelly Air Force Base mid-February.

The deployable blood bank, the first of its kind, is a portable system that receives, stores and ships blood products, according to Capt. Charles Tobia, TBTC production program manager.

While the idea of a blood bank isn't new, the mobile nature of the bank is.

The Air Force originally sought in 1995 to build seven deployable units, augmenting existing regional fixed units. However, the original contractor defaulted, according to Tobia, causing the Air Force to look elsewhere for a cost-effective solution.

Kelly's Technical and Industrial Support Directorate raised its hand, confident it had the people and skills to do the job, according to Tobia. Upon making a bid and being awarded the contract from the Human System Program Office, Brooks AFB, Texas, Kelly's team proved it could construct the units “under budget and ahead of schedule.”

“The program was a very unique experience in the world of Air Force acquisitions,” said the program manager. “Whereas the Air Force normally acquires complete end-systems — paying a private contractor to develop, build and field a system — Brooks opted to have Kelly undertake this role as a contractor.”

While the Sacramento Air Logistic Center built the tactical shelters, Kelly's 15-man team was tasked with fabricating, procuring, installing and testing everything inside, Tobia said.

The self-sustaining banks, tagged at about \$1 million apiece, sport everything from water pumps and administrative equipment to refrigerators and chest-high freezers. The freezers, large enough for four adults to lie in, get so cold a sticker warns users to wear protective gloves. “These puppies...” said Tobia of the units that can get as cold as negative 121 degrees Fahrenheit, “You don't want to lick any metal.”

Each piece of the blood bank puzzle weighs about 9,000 lbs., and is designed to withstand a shock equivalent to being air dropped. The deployable bank, usually set up to support a field hospital or M*A*S*H unit, can be erected by a dozen medical personnel within 24 hours.



Taking care of our own

The U.S. Soldiers' and Airmen's Home is a retirement home for enlisted people who served honorably for 20 years or more, along with certain other veterans. The home, located in Washington, D.C., is a “total life-care community” for almost 1,400 veterans.

Veterans are eligible to become residents of the home if their active-duty service in the military was at least 50 percent enlisted, warrant officer or limited duty officer — the Air Force no longer has the latter two.

These are other resident requirements:

- Veterans with 20 or more years of active-duty service who are at least 60 years old; or

- veterans unable to earn a livelihood due to a service-connected disability; or

- veterans unable to earn a livelihood due to non service-connected disability, and who served in a war theater or received hostile fire pay; or

- female veterans who served prior to 1948.

This full-featured facility provides many activities and amenities, including a fitness center, banking and post office facilities, and transportation to nearby Washington attractions. Residents can also enjoy an arts-and-crafts program, six-lane bowling center, chapels and a modern, full-service cafeteria that seats 1,400 residents and guests.

Health care is also a strength of the home. Community nursing and assisted living are available, as well as the King Health Center. The center located on the home's premises, offers primary, intermediate and skilled care options. There are also six daily shuttles for residents from the home to Walter Reed Army Medical Center.

The home's goal of “taking care of our own” is a military tradition. More information is available by calling 1-800-422-9988, by writing the home's public affairs office at USSAH, Washington, D.C., 20317; or by visiting www.afrh.com on the World Wide Web.

While the Air Force originally asked for seven units, halfway through the project budget cuts drove the number of systems down to five.

Tobia said the other branches of the military don't have anything like the deployable blood bank, but have been watching the Air Force's progress. Although the units will support any Department of Defense troops in need, according to Tobia, other military branches could possibly follow the Air Force's lead in procuring their own deployable banks if funds become available.

The first bank was accepted by Air Combat Command, at Langley AFB, Va., in the spring of '97. Subsequent units went to Davis-Monthan AFB, Ariz., Ramstein Air Base, Germany, and Camp Darby, Italy. The final unit will go to Camp Carrol, Korea, in February.

Air Force spares Army from 'truckin it' in Taszar

by Tech. Sgt. Mary McHale
406th Expeditionary Air Base Group
public affairs

TASZAR, Hungary (AFNS - 980096) — Inbound. Outbound. Up-load. Download. Since Sept. 25, those terms helped define the lives of 14 members of the 406th Expeditionary Air Base Group Aerial Port Flight deployed here from the 437th Airlift Wing, Charleston Air Force Base, S.C.

"Our primary mission is to receive and process all cargo and passengers coming in and going out," said Master Sgt. Paul Meanley, aerial port operations superintendent.

Where these passengers are coming in, and going out of is a small base in Taszar known to the locals as Kapos Airport Base.

Primarily in place for the U.S. Army, Kapos is what's known in the Army as an intermediate staging base, an in-between point to serve Army troops transiting to or from "the box," Bosnia-Herzegovina.

Meanley said 80 percent of the aerial port's mission directly supports the Army. If it has to move in or out of here, he and his team ensure everyone and everything is in an assigned place at an assigned time.

He said the key to the operation is early preparation. Once they receive flight information from the command post, team members begin to plan on how to get maximum use out of each aircraft. About 24 hours out, they prepare the passenger manifest, plan for the amount of cargo and stand equipment-ready for the aircraft's arrival.

Since the majority of their work is for the Army, they work closely with the members of the 458th Transportation Detachment's air terminal movement control team, a Reserve unit from St. Louis.

"Their impact here is huge. We'd have to truck the stuff otherwise, since we're not trained to load and unload aircraft. They help move passengers, supply equipment, tires, sleeping bags and anything else the Army needs to sustain itself," said Army Sgt. Russ Rieke of the 459th Transportation Det.

"They've given us 100 percent support with anything we've needed and we help them whenever they need it, that's the way you've got to do it," added Rieke.

Staff Sgt. Derrick Mobley, chief of the aerial freight section, said safety is first and foremost during any operation on the ramp. The ultimate goal being that "everyone goes home unhurt."

During this deployment, there was an additional challenge since the majority of flights were C-130s, where on- and off-loads took place with engines running. The airfreight chief said engine-running on/off loads (EROs) expedite aircraft movement, passenger and crew convenience.

"Moving passengers on and off a running aircraft is unique in itself," Mobley said. "It takes teamwork from our crew and a good working relationship with loadmasters on the aircraft."

Offloaded cargo pallets are taken to the cargo yard or, if it's mail, the post office. So far, the team has handled more than 100 tons of mail.

The C-130 Hercules' were not the only kind of aircraft the team worked with. They also worked C-141 Starlifters; C-5 Galaxies and commercial 747 widebodies.

As of Jan. 20, the team has brought in 4,238 passengers, sent out 5,471 and

provided support to move 11,015 tons of cargo.

But for Meanley, the numbers are not what counted this deployment. It was the outstanding effort of his team.

"A large part of our success was based on positive attitudes and a willingness to accomplish whatever task we received," the superintendent said. "It wasn't so much of how much cargo or passengers we moved, it was watching people grow in their jobs."

One day, the team not only handled four C-130s but also a C-141 Starlifter, followed by a C-5 Galaxy.

Mobley said the average time for the team to unload and load was between 15 and 20 minutes; with the standard ERO ground time being 30 minutes.

"Knowledge and teamwork were key to this kind of performance," Mobley said. He also noted both the ground and aircrews are critical to success. "Without them, we couldn't turn an airplane around that efficiently." (Courtesy of Air Mobility Command News Service)

JCS chairman visits U.S. airmen in southern France

ISTRES, France (AFNS - 980111) — The U.S. military's most senior officer traveled here recently to meet U.S. airmen supporting air operations over the Balkans.

Chairman of the Joint Chiefs of Staff Gen. Henry Shelton visited members of the 16th Air Expeditionary Operations Group Jan. 23, to discuss their part in the NATO effort to maintain peace in the region.

Located in southern France, the French air base is home to about 300 U.S. airmen who operate U-2 reconnaissance and KC-135 air refueling aircraft.

"U.S. air power was critical in the establishment of the Dayton Peace Accords. Today, reconnaissance provided by the U-2 Dragonlady and the refueling provided by the (KC-135) Stratotanker is essential to maintaining that peace," Shelton said.

Before leaving Istres, Shelton discussed the readiness and morale he observed during his visit.

"These airmen embody the expeditionary culture that will define the Air

Force as it enters the 21st Century," he said. "The men and women of the 16th (AEOG) are obviously well trained. They're prepared, they're on a high state of readiness, and I've been very impressed with everything I've seen during this visit."

The 16th AEOG is part of the larger 16th Air Expeditionary Wing, which supports Operation Joint Guard from eight locations in Bosnia, Croatia, Hungary, Italy and France. Air operations by both the 16th AEW and the 31st AEW at Aviano Air Base, Italy, help maintain peace in Bosnia.

Shelton also met with French air force leaders during his visit to Istres. (Courtesy of U.S. Air Forces Europe News Service)

U-2s provide unique challenges, rewards

by Capt. Donna Nicholas

4404th Wing (Provisional) Public Affairs

ARABIAN GULF REGION (AFNS - 980114) — A flight is characterized as "fighting with the dragon" or "dancing with the lady," depending on how well or difficult it went. Either way, flying the U-2 Dragon Lady is a challenge only about 1,000 Air Force pilots have ever experienced.

As the only manned, high-altitude reconnaissance aircraft in the Air Force, U-2s provide continuous day or night, high-altitude, all-weather surveillance in direct support of U.S. and allied ground and air forces.

Although the U-2 aircraft design has remained about the same since they first deployed in 1955, state-of-the-art technology is used to complete today's mission. The data it gathers is used to develop critical intelligence for decision makers through all phases of conflict, including peacetime indications and warnings, international crises, low-intensity conflict, and large-scale hostilities. U-2s are also used to gather information during natural disasters and by NASA for upper

atmospheric air sampling.

"It is one of the most interesting things about the aircraft," said Capt. Dean Neeley, U-2 pilot. "Although our basic mission hasn't changed in 40 years,

we use the most up-to-date, leading-edge technology for the reconnaissance system."

This state-of-the-art technology enables sensors called the Advanced Synthetic Aperture Radar System and the Senior Year Electro-Optical Reconnaissance System to take electronic images and transmit them to a ground station for evaluation. Some of this information gathering is done in near-real time while the aircraft is still airborne.

"This is an extremely important capability," explained Tom Watson, field engineer for the data link. "We can actually take action based on what we are seeing when it is transmitted in real-time. That is a quantum leap from the process used four decades ago."

That older process is still used though in the form of more conventional photographic products, which provide broad area coverage. After landing, the nearly 10,000-foot roll of pictures is developed for traditional print and review.

While the reconnaissance technology has improved, the basic technique for flying the single-seat, single-engine, glider-like aircraft has not changed and remains one of the most complicated weapons systems to maneuver. The Air Force selects its most experienced and senior pilots for the program.

"Typically, most of the pilots flying in the U-2 have two other flying assignments under their belt. They will have been flying for at least six or seven years before they meet the minimum requirements to apply for the job, and come from a wide variety of backgrounds ranging from fighters, to bombers, to cargo jets," Neeley said.

There is good reason for such stringent prerequisites, since the Dragon Lady is demanding, both mentally and physically.

Capable of exceeding an altitude of 70,000 feet, pilots must wear a full-pressure suit, go through a mini-physical and begin breathing 100 percent oxygen at least one hour before takeoff.

"Breathing pure oxygen removes most of the nitrogen from the body. This helps prevent decompression sickness that would otherwise be incapacitating at such high altitudes," explained Staff Sgt. Brian

Brelje, physiological support division supervisor.

The aerospace physiology technicians are with the pilot from preflight check-in to take-off, and again after landing, for debrief, ensuring the space suit's many inlet and outlet valves and support systems are functioning properly. These specialists have to test and retest, check and recheck all the equipment to make sure the suit is going to work properly once the pilots get into the low-pressure environment experienced at high altitude.

"The space suit is the only thing protecting us from cabin pressurization loss. When we are up high, the air is so thin, the pressure is so low ... that the pressure difference would cause your blood and all the fluids inside your body to immediately boil if it weren't for the space suit," Neeley said.

Once the pilot is enclosed in the space suit, or "integrated," his primary focus centers on controlling his energy and stress level, saving all he has for flying the mission ahead.

"We go through some different challenges most pilots don't have to deal with in a normal flight suit and a normal cockpit. In the enclosed space suit environment, proper heat exchange becomes essential and the suit's ventilation systems keep the airflow over our body consistent," said Neeley. "If we try too many tasks, or overheat, we could get incapacitated real quickly. We make a concentrated effort to keep track of all our energy, trying to stay as relaxed as possible.

"Considering the intensity of the type and length of missions we fly, we need every ounce of energy to land the airplane, which is the most critical phase of the flight," Neeley added.

As the pilot is integrating into the space suit, another team of support specialists, from intelligence to maintenance prepare the aircraft and its equipment for the mission.

"The amount of support required to get the entire mission accomplished is pretty incredible. It takes dozens of people," said Lt. Col. John Petersen, 4402nd Reconnaissance Squadron commander. "When the pilot comes in, maintenance people have already been at work for hours preparing the airplane;

and sensors specialists have been preparing whatever equipment we are going to use for that particular mission. So hundreds of man-hours have been accomplished before the pilot ever gets here."

The physical demands continue throughout the entire flight leading up to the single most challenging aspect that comes during the last minutes of flight — the landing.

Long, wide wings, spanning 104 feet, give the aircraft its glider-like characteristics and create the challenge for landing. In order to minimize aircraft structural weight, the U-2 was designed with bicycle-like landing gear.

Pogo outriggers support the wings for taxi and takeoff. Prior to take off, pins holding the pogos to the wings are removed. As the aircraft's speed increases the wings lift and the pogos drop off just prior to lifting off the runway.

The pilot keeps the wings level upon landing until the aircraft comes to a stop. The aircraft then tilts to one side, with one wing actually touching the ground until the pogos are reinserted for taxi. Titanium skid-plates on the end of each wing keep them from being damaged.

"It is very difficult at first, and it continues to be a challenge every time you do it. It requires a lot more physical movements than most airplanes do. It feels like trying to fly while being strapped in a straight jacket or having one hand tied behind your back," Neeley said.

The landing is actually an aerodynamic stall, which allows the tail end to set down first. The pilot must control steering and keep the wings level by using the yoke, rudder, and spoilers.

Because the natural tendency for the plane's momentum is to turn directly into the wind, the pilot literally has to wrestle the nose of the aircraft back to center, at times purposely dragging the titanium protected wing tips, explained Petersen.

While the challenges are many, there are definite rewards in store for the few who get the opportunity to experience this unique aircraft.

"Flying the U-2 is real interesting. Unlike flying lower in the atmosphere like most airplanes, the visual sights you see up there are incredible. In daytime, the sky looks a lot different up there,"

said Petersen. "Above all the haze and everything in the atmosphere, the sky is a lot darker, almost purple. It is really an amazing sight.

"Every once in a while during a mission, you just have to really take a look around and appreciate what you've got up there," explained Petersen. "Night time is a little different also. The air is so much clearer; you can see what seems to be 10 times more stars. They just carpet the sky."

"Most people just want that one special challenge — the challenge of flying in a different environment like the space suit, and still flying a real airplane, high in the atmosphere, and doing an important mission. It is just very rewarding," Neeley said.

In addition to supporting Operation Southern Watch, U-2s are engaged in operations around the world. Home stationed at Beale Air Force Base, Calif., squadron members constantly deploy around the world, averaging about 160 days away from home annually. Operating from Southwest Asia, South Korea, France and Cyprus, the U-2 provides reconnaissance coverage across much of the globe. (Courtesy of Air Combat Command News Service)

PACAF engagement strategy key to Pacific region stability

by Staff Sgt. Christopher J. Haug
Pacific Air Forces News Service

HICKAM AIR FORCE BASE, Hawaii (AFNS - 980105) —The engagement strategy that the Pacific Air Forces has is right on course, Air Force Chief of Staff Gen. Michael E. Ryan said here recently.

While at Hickam, Ryan met with senior leaders from PACAF and U.S. Pacific Command. He also spoke to class 98-1 at Hickam's Professional Military Education Center, the base's chief master sergeants and its company grade officers. Hickam was Ryan's first stop in a six-base PACAF tour.

On his first visit to PACAF since he became chief of staff last October, Ryan will also meet with leaders and organizations at Andersen Air Force Base, Guam; Kadena Air Base, Japan; Misawa AB, Japan; Eielson AFB, Alaska; and

Elmendorf AFB, Alaska.

Ryan stressed the importance of U.S. military presence in the Pacific.

"This is such an important part of the world for the United States," Ryan said, "where stability is absolutely essential and where bilateral relationships are key to that stability."

He said the men and women who serve in the Pacific are on the leading edge of how our nation outreaches to the Pacific Rim countries and further to the west.

"I couldn't be prouder of what they do and how they do it," he said.

The chief of staff also spoke on future Air Force issues and strategies. Citing the Air Expeditionary Wing in Southwest Asia as an example, the general said "that's the way we are going to do business in the future."

"We in the Air Force are one force," he said. Ryan emphasized that AEFs are put together with pieces from across the Air Force that are needed to go and do the job.

"We will always structure these AEFs for the mission at hand," Ryan said. "They will not always be the same. If it's a humanitarian mission, we will rely heavily on reconnaissance and airlift.

"If it's a power project mission, it will be fairly heavy on fighters, bombers and their support systems. We will always be dependent on our mobility forces to get us there and sustain us," Ryan said.

The chief said this concept will be with us well into the future. "It's a tailorable capability to meet the needs of the joint force commander prosecuting whatever mission has been given," he said.

Ryan stressed he will always have just one airman in charge of the deployed air assets and that the commander will be "charged, responsible and accountable."

Ryan also spoke on Air Force issues like operations tempo, retention rates for second-term enlisted and the officer assignment system.

Regarding operations tempo, Ryan didn't see any lessening in U.S. military commitments around the world. He plans to manage the forces in a way that lessens burdens placed on them, so the Air Force doesn't lose the edge of its quality force.

"Since 1988, we've reduced the force

by one-third; yet, we've quadrupled the amount of contingency operations we support," Ryan said. "It's the use of all our forces whether they are PACAF, United States Air Forces in Europe, or stateside in a way that we balance the requirements across our Air Force so that we don't stress any one part or any one weapons system."

Ryan explained that the Air Force will have some stressed weapons systems and career fields. He said it's up to the Air Force to make sure these people and systems are not overstressed.

Ryan spoke of a time when he stepped off an airplane in Turkey and was given a Hawaiian lei by a member of the Hawaii Air National Guard. "They were subbing in for the active-duty flying air combat patrols over Northern Iraq and were easily integrated into the operation."

Some examples of stressed career fields the general mentioned were security forces and F-16 maintenance crews, both of which have been heavily tasked in many of the operations currently going on around the world.

We're looking very hard at the effects of high operations tempo on our people, Ryan said. "We're trying to limit deployments to no more than 120 days. We set a stand-down period of two weeks for people returning from contingency deployments that allows them to recuperate."

"We've also tried to lessen ops tempo by cutting back on self-inflicted exercises that are redundant to what we're doing in the real world," he said. "We're also trying to manage the (operations readiness inspection) schedule so that we do some of the ORIs when units are deployed to real-world contingencies."

The chief said he also plans to have units do some of their home-base ancillary training at their temporary duty locations. "We do this so that when units return home, they don't also have to catch up on these requirements," he said.

Operations tempo is one of the reasons cited by former enlisted airmen who chose not to sign up for a second term. A booming economy and attractive job opportunities in the civilian sector are others.

Ryan said the Air Force plans to use more reenlistment bonuses and other personnel tools to encourage more first-

Now showing: January 26 Edition of Air Force Television News

KELLY AIR
FORCE BASE,
Texas (AFNS -
980093) -

Medical care — it's something that affects every Air Force family. It tops the list of stories in the latest edition of Air Force Television News. The surgeon general of the Air Force, Lt. Gen. Chip Roadman, discusses the bumpy road for TRICARE, the military's answer to the health maintenance organization approach to medical care, and how the program is now traveling a very healthy road. The program also looks at a unique genetics testing laboratory at Keesler Air Force Base, Miss., and how the staff there is providing valuable information to Air Force families.

Also featured in this edition of Air Force Television News is an in-depth look at the cooperative effort between the Air Force and private industry in the exploration of space. Finally, a profile is presented of a young man from an area of Illinois where drive-by shootings were a virtual way of life, and how he beat the odds to become a star at the Air Force Academy, both on and off the gridiron.

Air Force Television News is a bi-weekly production of Air Force Internal Information. It is distributed on videotape to more than 3,000 military and civilian outlets worldwide, as well as being seen on some 700 cable access outlets nationwide. Viewers can comment on the program by using the e-mail address: aftn@master.pa.af.mil.

term airmen to reenlist. He said that recently there has been a drop in the number of airmen reenlisting, and although it's not a dramatic drop the trend is enough that his office is concerned.

To reverse the trend, Ryan plans to use three methods. He said career-field reenlistment bonuses will be the primary tool. Others will be cross training airmen

to balance ranks across career fields and reducing operations tempo on stressed career fields.

On the officer side of the force, Ryan is also looking at three areas for change in the assignments system. He's asked retired Air Force Gen. John A. Shaud, current executive director of the Air Force Association, to lead the review group to evaluate how effective the officer assignment system is at meeting the needs of the Air Force.

The group comprises company and field-grade officers from different commands and specialties throughout the Air Force. The group collected comments from nearly 10,000 officers via a survey available on the World Wide Web.

Ryan stressed it is paramount the Air Force put the right people in the right jobs at the right time. Shaud's team will use the information collected from their polls to make recommendations to Ryan on ways of making that happen.

Second, he asked the team to answer the question — Is the system fair? And, if so, do people understand how fair it is?

Third, he wants recommendations on how he can make the system more personal.

"We've set our organizational structure up to be able to have commanders engaged down to the lowest level," Ryan said. "I've asked (the team) to look at how we can execute our personnel system through the chain of command to make it more personal and to get commanders more involved in the process." Ryan is scheduled to announce changes to the OAS in March.

Security training enforces information superhighway

by Staff Sgt. Michael A. Dorsey
Air Force News Service

WASHINGTON (AFNS - 980095)

— As the battle against intruders for information superiority continues, the Air Force holds its month-long cyberspace defense campaign in February.

Security awareness is the theme for four-part computer training geared to fight off potential hackers. Experts say this threat continues to grow as Air Force



use and dependence of computers increase. According to Lt. Gen. William Donahue, Air Force Communications and Information Center commander, the Air Force must make computer security awareness another means of warfare.

"The Air Force's primary weapon of choice against cyber attacks is knowledge — knowledge about the threat, knowledge about security tools and practices, and knowledge about how this all relates to the individual work environment," Donahue said.

In the first week all bases will focus on correcting known vulnerabilities to their networks. These weaknesses would be based on advisories from the Air Force Computer Emergency Response Team. System administrators receive the advisories and must immediately apply patches to strengthen their systems against intrusions.

The second week focuses on certifying and accrediting every unit's classified and unclassified networks. This establishes an operational standard for all networks and strengthens networks against viruses and intrusions.

The third week emphasizes information protection training. The Air Force requires every member to complete and remain current on security awareness and training education every 12 months.

In addition, all users connected to an Air Force network must change their password. Base network control centers will run password-cracker software against their networks. If a user password is cracked, that user will get a "reckless computing" citation. The user will have to change the password in 24 hours or face a 90-day network use suspension.

"I was initially uncomfortable with the negative context of this citation and suspension, but we are after a major cultural change," Donahue said. "Just as you are not allowed to drive recklessly on the nation's highways, you will not be able to drive recklessly on the Air Force information highways. We will leave it to installation commanders to give suitable recognition to those units who pass the 'password test' without a citation."

The final week of the month zeroes in on computer security awareness where

constant reinforcement on the importance of the concept is advertised in base newspapers and flyers, at commander's calls and on the Air Force Information Protection Home Page.

Computer Security Day on Feb. 27 will climax the month-long training program.

Marines, Air Force conduct first joint SAR exercise on Okinawa

MARINE CORPS BASE CAMP S.D. BUTLER, Okinawa, Japan (AFNS - 980086) — The Marine Corps and Air Force recently completed their first joint combat search and rescue exercise here.

Marine Light Attack Helicopter Squadron 369 provided two AH-1W Cobra attack helicopters to assist the Air Force's 33rd Rescue Squadron in a combat search and rescue mission. It marked the first time on Okinawa that Marines have assisted in the Air Force version of a Tactical Rescue Aircraft Personnel mission.

During the Air Force-led exercise, two Air Force MH-60 Pave Hawk special operations helicopters were sent to locate and retrieve a "downed" F-16 pilot in enemy territory. The Marine Cobras provided fire support.

When the unit reached the landing zone, the pilot was located, and two pararescuemen "fast-roped" to the ground. They placed the pilot, who had a simulated broken leg and head injuries, in a stretcher.

Simulated enemy fire drew in the Cobras to "suppress the opposition," while the second Pave Hawk hovered nearby also suppressing enemy fire and waiting as a standby in case the first helicopter needed help.

Within minutes the downed pilot was stabilized. The first pilot landed, picked up the crew and took off.

The joint mission allowed the two services to practice supporting one another, which is valuable training since many of today's military operations call for joint missions, explained Marine Capt. Jeff Tontini, weapons tactics instructor for HMLA-369.

Usually the Air Force uses four A-10 Thunderbolt II close support aircraft but,

depending on the mission, type of terrain, etc., a variety of aircraft can be used, according to Capt. James McElhenney, 33rd RS weapons officer.

After several days of training together, the pilots agreed the recovery mission went pretty smooth.

"The biggest challenge was the language barrier," said McElhenney, who explained the services had to learn each others' terminology as well as operation procedures.

The main differences between a CSAR and a TRAP is the Air Force operates with as little personnel as possible and are unable to recover downed aircraft and other machinery, according to McElhenney.

"I see this opening more joint training," said Tontini. "The more we know their capabilities and the more they know our capabilities, the more effectively we'll be able to fight." (Courtesy of USMC Public Affairs, Okinawa)

Cutting edge technology improves lives, saves money

LACKLAND AIR FORCE BASE, Texas (AFNS - 980110) — Wilford Hall Medical Center took a giant step into the next century when its stereolithography system came on line.

Stereolithography is the process of producing an accurate three-dimensional one-to-one scale model in resin of virtually any part of the body using a series of digital images produced from a CT-scan, a laser scanner, a magnetic resonance imager, or from computer-aided design. Wilford Hall has the capability of receiving such data by tape, disk and the Internet, and will soon be able to receive the imagery via satellite.

The digital computer product of the data is fed into a UNIX-based computer, where it is transformed into a file that can be read by the stereolithography machine. The file is then sent to the machine — comprising a computer, a laser and a container of resin — for parts fabrication. The images do take time to produce. At two to three hours to make an inch of image, it takes about 36 hours to make a skull, for example.

While Wilford Hall is the first medical center in the world, military or

civilian, to have the technology in-house, the process is a recognized part of rapid prototyping. The medical center has been using stereolithography for almost three years, combining imaging done locally with a parts manufacturer in Dallas.

The medical center has used this process with approximately 70 patients, the most dramatic instance being support for the separation of conjoined twins in 1995. In that procedure, the twins' hips were reproduced into models to allow surgeons to create two separate hips.

Stereolithography is one of some 25 rapid prototyping systems which industry can make available to assist patient care, using the most modern technology and the best trained technicians. Other parts of this integrated approach include titanium casting and fabricating custom surgical devices, as well as laser scans of patients that are used to produce volume and structural studies. (Courtesy of Wilford Hall Medical Center Public Affairs)

Surgical teams train for mass casualties

by George Kelling

Wilford Hall Medical Center Public Affairs

LACKLAND AIR FORCE BASE, Texas (AFNS - 980115) — Wilford Hall Medical Center just completed a five-day Field Surgery Training Course as a part of the effort to align Air Force medicine with today's hostile world.

The Cold War has come and gone, but unfortunately the peace dividend, which promised so much in 1990, is being paid off in short, nasty wars around the world. Mine warfare is a fact of life from Angola to Cambodia to Afghanistan, while American servicemen are at risk from the Korean demilitarized zone to Bosnia.

The threat has not gone away, but has changed from the danger of full-scale war between superpowers to what approaches a pandemic of violence, often in remote areas. The Air Force's medical response to the threat is changing as well.

Rather than heavy medical units capable of full spectrum care from physical examinations to laboratory work, the need is often for specialized medical "strike teams," ready at a

moment's notice to move to any part of the world and perform their mission. Such teams must be lightweight, highly capable and able to integrate into the worldwide network of medical care.

Wilford Hall's five-day field surgery training course is right on target for this new world order. The course provides three days of academic instruction and classroom demonstration in field and salvage surgery, followed by one day of hands-on experience with field equipment and field trauma techniques. The fifth day includes military skills training in mass casualties, survival skills and communications.

Maj. (Dr.) Ty Putnam, the course's director, is enthusiastic about the course's potential, and emphasizes that it is directed to real-world problems. "We train teams to work together," Putnam said. "The 18 course participants represent three complete mobile-field surgical teams; that is physicians, nurses and technicians. Our emphasis is getting the teams to think and work together in a salvage surgery and field expedient mode."

Putnam explains that the course is for all Air Force surgical teams including those who are assigned to Mobile Field Surgical Teams (MFST), Flying Ambulance Surgical Teams and Air Transportable Hospitals. The attendees represent three Air Force commands: Air Education and Training Command, Air Combat Command and Air Force Special Operations Command.

"The goal is to train the team approach we have developed over the past four years, and to familiarize the students with the field equipment we use," said Putnam. "The attendees represent a gold mine of medical skills, and the mission is to apply those skills in the field environment."

Putnam feels those goals are being met so well that the instructors are considering shortening the course from five to four days.

The goal of the course is to make the five-strong surgical teams more ready to go into action anywhere. Putnam adds, "The five-person team provides a tremendous charge of professional skills, including general and orthopedic surgeons, an emergency medicine physician

and specialists in anesthesia and operating room technology. The teams can stand alone and provide complete surgery to 10 or more patients, and they can provide a synergistic addition to a larger surgical team or an air transportable hospital. In any case, they are ready to go and can bring these skills as far forward as necessary."

Maj. Gen. (Dr.) Paul K. Carlton, Wilford Hall's commander, shares Major Putnam's enthusiasm. "This course is a prototype for the future in training specialized medical strike teams to deal with emergencies, be they military or in the civilian world. We have thought these issues through for several years, and have come up with this approach. We are on one of the nation's leaders in quick response to emergencies, and this course reflects that leadership."

The training is the first of its kind. The Wilford Hall staff hopes to repeat the process, and fully expect to save lives by doing so.

Air Force ends 1997 with lowest number of suicides this decade

by Senior Master Sgt. Anita Bailey
Public Affairs Superintendent
Office of the Surgeon General

BOLLING AIR FORCE BASE, D.C. (AFNS - 980112) — The Air Force ended 1997 with the lowest number of active-duty deaths, 45, attributed to suicide this decade.

While the overall number dropped from previous years, suicide remained the second-leading cause of death among active-duty members, after accidents.

"Even one death by suicide is one too many," said Lt. Gen. Charles Roadman, Air Force surgeon general. "We believe, however, that increased emphasis on prevention contributed to the lower rate. We hope our educational efforts are emphasizing to people that suicide is not the solution in dealing with life's problems. The Air Force community extends helping hands to all its people, through ministry of chaplains, mental health clinics, family support centers, family advocacy programs and others. Seeking help is the right and honorable thing to do."

Previous years' totals were:

48 in 1996

63 in 1995

66 in 1994

57 in 1993

61 in 1992

65 in 1991

53 in 1990.

Roadman leads an integrated product team formed in June 1996 to bring suicide prevention efforts together in a more proactive team approach across the Air Force. The IPT includes more than 75 people representing first sergeants and senior enlisted advisors, personnel, chaplains, legal experts, safety, medical services, security police, services, public affairs and the office of special investigations. All major commands participate with their cross-functional groups, along with the Air Force Reserve and Air National Guard.

Consultants include experts from the Epidemiology Division at Armstrong Lab, Brooks Air Force Base, Texas; Centers for Disease Control and Prevention in Atlanta; Walter Reed Army Institute of Research; and Office of the Armed Forces Medical Examiner.

Beginning in 1996, the team made 11 recommendations to the Air Force chief of staff and senior leadership designed to improve the Air Force's suicide prevention approach. One recommendation led to the development of standardized Air Force Critical Incident Stress Debriefing teams to provide care in the aftermath of suicides, as well as other traumatic events in the community.

A second recommendation upgraded professional military education curricula for both officers and enlisted, to include information relevant to individuals' levels of responsibility. A third, the delivery of preventive services from all helping agencies, has been integrated to serve the Total Force.

Now that the initial recommendations have been implemented, the team is expanding its prevention focus toward Guard and Reserve members, civilian employees, and family members.

"This is an ongoing effort to improve the quality of life for our people, and is ultimately a force protection issue," Roadman said. "We're not doing this just to lower statistics; we're doing this

because we care." Roadman believes more lives could be saved through still better peacetime buddy care. "Our people need to believe it is safe to reach out for help and our leaders need to make sure that it really is safe."

Air Force firefighters host Hungarian counterparts

by Tech. Sgt. Mary McHale
406th Expeditionary Air Base Group
Public Affairs

TASZAR AIR BASE, Hungary (AFNS - 980113) — They may not share a common language, but they share a common foe — fire.

Members of the 406th Expeditionary Air Base Group fire department teamed up with their Hungarian counterparts here recently to conduct a joint orientation program on fire-fighting procedures and equipment.

Their first session was designed to broaden the Hungarian firefighters' knowledge of the self-contained breathing apparatus and how to use it to survive, according to Tech. Sgt. Jay Taylor, 406th EABG Civil Engineering Flight assistant fire chief.

Taylor said the session was valuable because it will enable the Hungarian firemen to survive in toxic environments and accomplish the end-objective. "The Hungarians have no experience with this type of apparatus, and (the equipment) is vital to perform fire-fighting operations," he said. "With this knowledge, they will be able to go much further and perform a wider spectrum of fire fighting during their careers."

The assistant chief said planning for the orientation program began several months ago with the previous group of 406th EABG firefighters. Since then, firefighters have been planning and coordinating materials to get ready for the first session, to include preparing handouts for their counterparts.

With the help of two translators, the firefighters combined a lecture, and question and answer session, with practical hands-on exercises for the two-day program.

Hungarian firefighter, Cpl. Szilard Nemes, said, "It's our first opportunity to use the breathing apparatus and it means

a lot." What it means to both departments is an expanded capability to handle any emergency, no matter how catastrophic.

As Warrant Officer Attila Nemes, the Hungarian air force fire chief, said, "We would like to cooperate with the (U.S.) Air Force firefighters; and to cooperate, we have to know the different techniques and equipment that are used. It is important to learn not only (about) breathing equipment, but all techniques and vehicle operations."

Based on their common goals, the staffs of each department want to continue the joint program on a monthly basis. (Courtesy of U.S. Air Forces Europe News Service)

Twenty-five pilots switch to fighter cockpits

RANDOLPH AIR FORCE BASE, Texas (AFNS - 980090) — The Air Force selected 25 officers to crossflow from non-fighter weapon systems to fighter aircraft.

Overall, the Air Force is offering 150 fighter cockpits through 1999 by one of six fighter crossflow selection boards. The third board met at the Air Force Personnel Center here in December.

The move will alleviate an expected shortage of fighter pilots as officers in non-fighter weapon systems begin to compete for the fighter vacancies, personnel officials said.

The pilots selected by the December board begin training in April and continue into early fiscal 1999, officials said.

Those officers selected are listed below by name, current location and assigned aircraft:

Capt. Barry G. Coggins, Barksdale AFB, La., A-10

Capt. Richard J. Piazza, Charleston AFB, S.C., A-10

Capt. James J. Curtis, Columbus AFB, Miss., F-15C

Capt. Stanley L. Jones, Columbus, F-16

Capt. Christopher G. Johnson, Ellsworth AFB, S.D., F-15C

Capt. Sean P. Gookin, Ellsworth, F-16

Capt. John P. Schoeppner III,

continued on Page 12

Air Force announces revised selective reenlistment bonus list

RANDOLPH AIR FORCE BASE, Texas (AFNS - 980091) —

The Air Force completed its latest review of the Selective Reenlistment Bonus Program, increasing the pool of eligibles by 20 skills.

SRBs are a key monetary incentive to encourage sufficient reenlistments in certain enlisted Air Force specialty codes to sustain career force objectives in those skills. These reviews are conducted semi-annually, normally in June and December, and include each enlisted specialty.

The criteria used for determining which enlisted skills receive an SRB includes current and projected manning, recent reenlistment trends, career field force structure changes, and inputs from individual career field managers. SRBs are authorized in one-half increments (or, multiples) from one-half to 10, and in three reenlistment zones for enlisted personnel with between 21 months and 14 years of service.

The revised AFSC listing of SRB skills includes 16 Zone A (21 months to six years of service); 19 Zone B (six to 10 years of service) multiplier increases, and 25 Zone A and 15 Zone B additions, respectively, from the previous list published in July 1997.

There are currently no Zone C (10 to 14 years of service) SRBs authorized. A total of 88 AFSCs are now authorized an SRB in either Zone A, Zone B, or both, a net increase of 20 from the previous list. Three skills have been deleted from the July 1997 list (2A1X4, 2E6X3, and 4U0X1), and there were nine Zone A or Zone B multiplier reductions.

The list below reflects the current SRB skills and is effective immediately for additions and multiple increases. Multiple decreases and deletions are effective Feb. 20. For

more information, contact your local military personnel flight's reenlistment office.

The AFSCs have been approved for SRBs are in the table below.

Note: An "X" suffix includes the basic AFSC and all shreds unless specifically indicated. (Courtesy of Air Force Personnel Center News Service)

Revised selective reenlistment bonus list

ZONE	A	B	C	ZONE	A	B	C
1A0X1	1.0	1.0	-	2E2X1X	0.5	-	-
1A1X1B	-	1.0	-	2E4X1	-	0.5	-
1A1X1C	1.0	0.5	-	2E6X2	0.5	-	-
1A2X1	1.0	1.0	-	2E8X1	1.0	-	-
1A3X1	2.0	1.5	-	2G0X1	-	0.5	-
1A4X1	1.5	1.0	-	2R0X1	-	0.5	-
1A4X1D	1.5	1.5	-	2M0X3	1.5	1.5	-
1A5X1	1.5	1.0	-	2W0X1	0.5	-	-
1C0X1	1.0	-	-	2W1X1X	0.5	-	-
1C1X1	3.0	3.0	-	2W2X1	1.0	-	-
1C2X1	3.5	3.5	-	3C0X1	1.5	2.0	-
1C3X1	2.0	1.5	-	3C0X2	0.5	1.0	-
1C5X1	1.0	2.0	-	3C2X1	1.5	2.0	-
1C5X1A	1.0	2.0	-	3C3X1	1.0	1.0	-
1C5X1B	1.0	2.0	-	3E0X1	1.0	0.5	-
1C5X1C	1.0	2.0	-	3E0X2	0.5	-	-
1C5X1D	2.0	2.0	-	3E4X2	2.0	1.5	-
1C6X1	2.5	2.0	-	3E8X1	2.0	-	-
1N0X1	2.5	2.5	-	3N0X1	0.5	0.5	-
1N1X1	2.5	2.0	-	3N0X2	-	0.5	-
1N2X1	1.0	1.0	-				
1N3X2X	2.0	2.0	-				
1N3X3X	3.5	3.5	-				
1N3X4X	3.5	3.5	-	3U0X1	-	0.5	-
1N3X5X	3.5	3.5	-	3V0X3	1.5	1.0	-
1N4X1	2.0	2.5	-	4B0X1	1.0	1.0	-
1N5X1	3.0	2.5	-	4C0X1	0.5	0.5	-
1N6X1	1.5	1.0	-	4E0X1	0.5	-	-
1S0X1	-	0.5	-	4F0X1	0.5	-	-
1T0X1	0.5	-	-	4J0X1	1.0	-	-
1T2X1	3.5	3.5	-	4J0X2	-	0.5	-
1W0X1X	2.0	1.0	-	4N0X1	0.5	-	-
2A0X1B	0.5	0.5	-	4N0X1B	1.0	-	-
2A1X7	0.5	0.5	-	4N1X1C	2.5	2.5	-
2A3X2X	3.0	1.5	-	4N1X1D	1.0	1.0	-
2A3X3A	0.5	-	-	4R0X1C	-	0.5	-
2A3X3B	2.0	1.5	-	4T0X1	-	0.5	-
2A4X3	0.5	-	-	4T0X2	1.0	2.0	-
2A5X1E/F/K	0.5	-	-	4T0X3	2.0	2.0	-
2A5X2X	1.0	0.5	-	4V0X1	0.5	-	-
2A5X3B	1.5	1.5	-	4V0X1A	0.5	1.0	-
2A5X3C	1.5	1.0	-	6C0X1	1.5	2.0	-
2A6X1B	0.5	0.5	-	6F0X1	0.5	0.5	-
2A6X3	0.5	-	-	6F1X1	0.5	0.5	-
2A6X5	1.0	1.5	-	9L0X0	3.5	3.5	-
2A7X2	0.5	0.5	-	9S1X0	-	2.0	-
2E1X4	1.0	-	-	9S2X0	-	2.0	-

Fairchild AFB, Wash., F-15C

Capt. Kenneth A. Smith, Laughlin AFB, Texas, F-16

Capt. Mark C. Irving, Laughlin, F-15C

Capt. Tommy J. Hoard Jr., Laughlin, A-10

Capt. Michael T. Miller, Laughlin, F-15E

Capt. Bernard P. Hund, MacDill AFB, Fla., F-16

Capt. Leonard J. Kosinski, McConnell AFB, Kan., F-16

Capt. Robert J. Grey Jr., McGuire AFB, N.J., F-15C

Capt. John W. Lyons, Mountain Home AFB, Idaho, F-16

Capt. Charles J. Delapp II, Ramstein AB, Germany, F-16

1st Lt. Jon B. Moore, Scott AFB, Ill., F-16

Capt. Scott M. Knaub, Scott, F-15C

Capt. Christopher Spigelmire, Scott, F-15C

1st Lt. Michael T. Morgan, Travis AFB, Calif., F-15C

Capt. James R. Sears Jr., U.S. Air Force Academy, F-16

Capt. Sean C. Hook, Vance AFB, Okla., F-15C

Capt. Douglas S. Sirk, Vance, A-10

Capt. Jacob J. Miller, Wright-Patterson AFB, Ohio, F-15C

Capt. Johnlouis W. Howell, Yokota AB, Japan, F-15E

(Courtesy of Air Force Personnel Center News Service)

President nominates generals for second star

WASHINGTON (AFNS - 980098)

— Secretary of Defense William S. Cohen announced Jan. 22 that the president has nominated to the Senate the following active-duty Air Force brigadier generals for promotion to the grade of major general:

James E. Andrews, deputy assistant secretary of defense for Reserve affairs (readiness, training and mobilization), Office of the Secretary of Defense, Pentagon, Washington, D.C.

Claude M. Bolton Jr., director of requirements, Air Force Materiel Command, Wright-Patterson Air Force Base, Ohio

Robert J. Boots, 15th Air Force vice commander, Air Mobility Command, Travis AFB, Calif.

John W., Brooks, 86th Airlift Wing commander, U.S. Air Forces in Europe; and Kaiserslautern Military Community commander, Ramstein Air Base, Germany

Richard E. Brown III, logistics director, Pacific Air Forces, Hickam AFB, Hawaii

John H. Campbell, deputy director for operations (current readiness and capabilities), J-38, Joint Staff, Pentagon

Bruce A. Carlson, mission area director of global power, Office of the Assistant Secretary of the Air Force for Acquisition, Pentagon

Robert J. Courter Jr., director of plans and programs, AFMC, Wright-Patterson AFB

Daniel M. Dick, director of plans and programs, Air Combat Command, Langley AFB, Va.

Paul V. Hester, director of legislative liaison, Office of the Secretary of the Air Force, Pentagon

Robert C. Hinson, director of operations, Air Force Space Command, Peterson AFB, Colo.

Leslie F. Kenne, Joint Strike Fighter Program director, Office of the Assistant Secretary of the Navy for Research, Development and Acquisition, Arlington, Va.

Tiiu Kera, director of intelligence, J-2, U.S. Strategic Command, Offutt AFB, Neb.

Donald A. Lamontagne, commanding general, Combined Task Force Operation Northern Watch, U.S. European Command, Incirlik AB, Turkey

David F. MacGhee, Inspector General, ACC, Langley AFB

Timothy P. Malishenko, deputy director of acquisition; and commander of Defense Contract Management Command, Defense Logistics Agency, Fort Belvoir, Va.

Glen W. Moorhead III, Space Warfare Center commander, Air Force Space Command, Falcon AFB, Colo.

Harry D., Raduege Jr. director of command, control, communications and computers, J-6, U.S. Central Command, MacDill AFB, Fla.

Leonard M. Randolph Jr., AMC and

U.S. Transportation Command, command surgeon, Scott AFB, Ill.

James E. Sandstrom, director of command and control, Office of the Deputy Chief of Staff for Air and Space Operations, Air Force Headquarters, Pentagon

Lance L. Smith, Seventh Air Force vice commander, Pacific Air Forces; chief of staff, Air Component Command, Combined Forces Command; and vice commander, U.S. Air Forces Korea, Osan AB, Korea

Garry R. Trexler, deputy commander, Fifth Allied Tactical Air Force, Airsouth, North Atlantic Treaty Organization, Vicenza, Italy

Charles F. Wald, director of strategic planning, Office of the Deputy Chief of Staff for Plans and Programs, Air Force Headquarters, Pentagon

Tome H. Walters Jr., mission area director of global reach, Office of the Assistant Secretary of the Air Force for Acquisition, Pentagon

Herbert M. Ward, deputy director of operations and training, Office of the Deputy Chief of Staff for Air and Space Operations, Air Force Headquarters, Pentagon

Joseph H. Wehrle Jr., director of programs, Office of the Deputy Chief of Staff for Plans and Programs, Air Force Headquarters, Pentagon

William Welser III, Air Mobility Warfare Center commander, Air Mobility Command, Fort Dix, N.J.

Michael E. Zettler, director of maintenance, Office of the Deputy Chief of Staff for Installations and Logistics, Air Force Headquarters, Pentagon

Reserve center announces officer promotion board dates

ROBINS AIR FORCE BASE, Ga. (AFNS - 980104) — Officials at the Air Reserve Personnel Center in Denver have announced this year's officer promotion board schedule and criteria.

The boards, dates and criteria by category include:

■Line major, March 2-6. For mandatory board: a date of rank of Sept. 30, 1992, or earlier, and a total-year-of-service date of March 31, 1986, or earlier. For position vacancy board: a date of

rank of Feb. 28, 1994 or earlier.

■Line lieutenant colonel, June 8-12. For mandatory board: a date of rank of Sept. 30, 1992, or earlier, and a total-year-of-service date of March 31, 1979, or earlier. For position vacancy board: a date of rank of May 31, 1994, or earlier.

■Line captain, Aug. 3-7. For mandatory board: a date of rank of Sept. 30, 1995, or earlier, and a total-year-of-service date of Sept. 30, 1992, or earlier. For position vacancy board: a date of rank of July 31, 1996, or earlier.

■Colonel, Oct. 19-23. For mandatory board: a date of rank of Sept. 30, 1995, or earlier.

■Reserve brigadier general qualification, Nov. 30-Dec. 4.

All of the boards meet at ARPC, and officials there suggest preparing at least six months before the board convenes to ensure records are accurate and up to date. To be competitive, Air Force Reserve Command candidates should complete the proper level of professional military education and maintain unit participation.

If a person is being considered for a position vacancy promotion to any rank, the senior rater will have to complete a promotion recommendation form. The form is also required for mandatory promotion to lieutenant colonel and colonel. There are no position vacancy promotions to colonel.

People with questions about the promotion boards may call ARPC/DPJB at DSN 926-6351; toll-free 1-800-525-0102, Ext. 280; or (303) 676-6351. The e-mail address is: dpjb@arpcmail.den.disa.mil. (Courtesy of AFRC News Service)

New system allows reservists to volunteer via web

WASHINGTON (AFNS - 980089)

— The Office of the Air Force Reserve in the Pentagon is offering web-based, one-stop shopping for tours of duty to Air Force reservists.

By pointing a browser to the Volunteer Reserve System at <http://134.205.96.217/vrs>, a reservist can review worldwide opportunities from any location with web access.

From their computer at home, reservists can connect to an extensive

database of all available Reserve temporary duty assignments. When they find a tour that interests them, they can input their volunteer information, and the organization that posted the requirement will contact them if they are selected.

"In this day and age of increasing military involvement and decreasing budgets, it makes sense to use existing technologies to link active-duty and Reserve commanders with cost-effective reservists who have the skills and experience to get the job done," said Lt. Col. Glenn R. Whicker, a VRS point of contact.

"Never before has such a broad effort to bring the volunteer directly to the user been attempted," said Whicker. "It's easy, painless and most of all it works."

Whicker says the new system will improve Air Force Reserve Command's already impressive record of volunteerism.

He claims the command is the leading reserve component in supplying needed skills to its active-duty counterparts and has a solid history of providing timely, skilled augmentation to war-fighting commanders in chief.

"Volunteerism has been the key to Air Force Reserve success over the past decade," Whicker said. "Now we're ready to open the doors to a new level of integration by bringing this new system online."

The Office of Air Force Reserve invites any organization with a need for Air Force reservists to contact Whicker or Lt. Col. Bob Shaw at DSN 227-7036 or (703) 697-7036 for instructions on how to insert requirements directly into the system from a desktop computer. The Reserve started offering the system to customers Jan. 21. (Courtesy of AFRC News Service)

Acting Air Force Secretary Peters lauds CAP volunteers

MAXWELL AIR FORCE BASE,

Ala. (AFNS - 980097) — "On this national day of service, I could not imagine any group of volunteers in service to their nation more deserving of recognition and thanks than the Civil Air Patrol. And that's why I'm here tonight."

Those were the words of Acting

Secretary of the Air Force F. Whitten Peters Jan. 19 when he addressed more than 100 CAP members from the Civil Air Patrol's National Capital Wing at Andrews Air Force Base, Md.

The cadets and senior members gathered at the 459th Airlift Reserve Wing headquarters auditorium, along with CAP's national commander, Brig. Gen. Paul M. Bergman; and middle east region commander, Col. Gene Hartman, to listen to the secretary's remarks during a special Martin Luther King, Jr., commemorative event. After his speech, the secretary also visited with wing members and observed an emergency services qualification course being conducted by wing personnel for new CAP members.

"I was impressed the secretary took time out from his busy schedule to come and see just a small representative segment of our 57,000 members who have given so much for so many years and at such a reasonable cost to the Defense Department. I was also extremely proud when the secretary pointed out how pleased and impressed he was with the Civil Air Patrol, and stated it was money very well spent," said General Bergman.

In his speech, the secretary also lauded the achievements of CAP members nationwide, especially the organization's successful efforts "working with more than 25,000 young men and women in the CAP program."

Secretary Peters also urged every CAP member to "share the legacy of Dr. King" by dedicating their service to a better and more just society. The secretary's challenge to all CAP members was clear: "Dare to have a magnificent, uplifting dream; dare to take action; dare to make a difference; and dare to lead others in service to our magnificent country."

Prior to returning to Washington, D.C., Secretary Peters and his entourage also met with CAP members from the California Wing during a visit to McClellan Air Force Base, Calif., Jan. 15. While at the base, he met with both cadets and senior-members of the McClellan AFB Composite Squadron and toured the unit's new operations building near the base's flightline.

According to Lt. Col. Mike Prusak,

McClellan Air Force Base Composite Squadron commander, the visit went superbly. "I think it was an outstanding visit. We had about 20 representatives from the unit participate and all were very excited at the opportunity to meet with the secretary. He seemed very personable, down-to-earth and was very complimentary about the CAP. He appeared to be quite impressed with our organization."

During the visit, both Secretary Peters and Maj. Gen. Eugene Tattini, commander of McClellan's Sacramento Air Logistics Center, presented two CAP awards to two of the unit's cadets. The two presented the Amelia Earhart Award to Cadet Lt. Col. Robert Hester III and the Gen. Billy Mitchell Award to Cadet Flight Officer Lisa Morey.

"I think a visit like this gives CAP members a feeling of belonging to what has been referred to as the 'total force.' And it's a great feeling," said Colonel Prusak.

Civil Air Patrol, the official Air Force Auxiliary, is a nonprofit organization. It performs more than 85 percent of inland search and rescue missions in the continental United States. Volunteers also take a leading role in aerospace education and serve as mentors through CAP cadet programs.

For more information about Civil Air Patrol programs, call 1-800-FLY-2338. (Courtesy of CAP News Service)

Travis AFB dives into vernal pool management

by Staff Sgt. Jason Tudor

Air Force News Service - 980108

TRAVIS AIR FORCE BASE, Calif.

— Even the smallest residents of Air Mobility Command's busiest airlift base have a say in how business here is done on a day to day basis.

Take the quarter-inch long fairy shrimp, for instance.

While giant C-5 Galaxies soar slowly overhead and KC-10 Extenders jet off for another refueling mission, Travis environmental officials manage a program that protects the shrimp and seven other species of endangered life found at this northern California base.

Located just 50 miles northeast of San

Francisco, Travis AFB is home to some 350 vernal pools. Vernal pools really amount to nothing more than puddles of water that collect after heavy rain, which is frequent in the winter time in this part of the nation.

Over a period of time, the pools begin to form their own ecosystem and support life. The life those pools support includes the fairy shrimp, an endangered species, protected under two different federal laws, including the clean water act. In addition, the law protects two species of birds and four different plant types. They all can either live-in or frequent these vernal pools.

The vernal pools are classified federally as wetlands. If they are in place for more than two weeks at a time, they can theoretically sustain life forms. If the pool has an ecosystem forming, law protects it. The several hundred pools can be found almost anywhere on Travis' 5,020 acres, from the flight line to places where Travis airmen exercise their war fighting skills. Travis started managing the pools in 1994.

Key to the life of Travis' pools is the program manager, agronomist Robert C. Holmes. Holmes has worked as the agronomist here for some 17 years. An agronomist specializes in the science of soil management and the production of field crops. Holmes duties as agronomist here are farther reaching. He also serves as the base's game warden and top natural resources person.

"During the summer months, a vernal pool is just another low spot in the ground. If you're not familiar with the plants, you'd never recognize them," Holmes said.

The pools return every year, varying in size and the kinds of species living in them. "There are a lot of years we don't get any fairy shrimp at all," Holmes said. "It all depends on the amount of rain."

While most people could perceive what Holmes does as "puddle management," there's a strong thread of environmental conscience and a fabric of public trust woven into what he does from day to day.

"We are mandated by federal law to protect and enhance endangered species and their critical habitat," Holmes said.

The cost of managing the pools is

almost nothing, Holmes said, unless one is damaged or upheaval takes place. Most recently, workers paving an area near Travis' aero club damaged a pool that now has to be repaired. That's when the costs start rising.

"If we damage a pool, it's about \$100,000 per acre," Holmes said. "The policy in California is for every acre you damage, you have to return it in a three to one. So, if we trash one acre, the state says we have to rebuild, buy or purchase three acres of wetland."

"It can get fairly expensive really quick," he added.

Holmes said the importance to the environment couldn't be underestimated. "We're protecting the species. This also benefits the environment. In the state of California, most wetlands that contain these species are on federal property. And, when you go out there in the spring, the flowers are pretty to look at."

"If you're really not concerned with the environment and not concerned with what's around, the average person will probably never notice," he said.

Management of the pools is just another step in the Air Force and federal government's increased awareness of the environment, Holmes said.

"We don't want to stop progress, but we've got to protect what's here," Holmes concluded.

Armed Services YMCA announces '98 essay contest

SPRINGFIELD, Va. (AFNS - 980116) — The Armed Services YMCA has announced the details of this year's essay contest, a program that supports installation libraries, DOD schools and other command agencies that serve the children and youth of military families.

The non-profit organization's "Young Readers Project" essay contest is a worldwide effort to encourage reading among military family members. Winners of 20 U.S. Savings Bonds will be announced in April.

To help strengthen an awareness of the importance of reading in an era dominated by electronics, the Armed Services YMCA will award Savings Bonds totaling \$5,000 to students who submit winning essays related to the

value of reading in their lives.

The deadline for entering is midnight March 31 and students are being encouraged to submit their essays via electronic mail directly to the Armed Services YMCA at asymca@erols.com. Entries may also be sent by regular mail but must be postmarked by the deadline. Mailed entries should be sent to Armed Services YMCA National Headquarters, 6225 Brandon Ave., Suite 215, Springfield, Va., 22150-2510. Last year, 4,200 essays were submitted, approximately one-third of them electronically.

Two high school students, one in the United States and one living overseas, will each receive a \$1,000 bond. A \$500 bond will be presented to a student in middle school, to a student at the fourth to sixth grade level, and to a child in the pre-school to third grade level. Fifteen additional \$100 bonds will go to runners up.

Transmission letters should include the student's name, age, grade and address, plus parents' names and military unit affiliation, telephone number and the name and location of the school attended. Libraries and other agencies on the installation with access to the Internet are all contest entry points.

Essays submitted for consideration in the contest will be on subjects that develop the theme of reading as a valuable and enjoyable activity.

High school student essays should be 400 to 600 words. Subjects should be centered on the pleasure and value of reading. Students could develop themes, for example, of how reading has prepared them for adulthood, or how the student first discovered the value and importance of reading. Another example might be the importance of reading in the electronic age.

Middle school students should write 200-300 words and should begin with the words, "The most exciting thing about reading is...." Or, "The kinds of books I like to read the most are" Or, "Reading is especially important in the electronics age because...." Or, "Reading has helped me as a member of a military family...."

Fourth through sixth graders should write 100-200 words relating their opinions and thoughts about reading.

Possible themes include why the student chooses to use his or her time to read, or an explanation directed to other children about why they should read. "Why my library is so important," could also be a topic.

Pre-school through third grade children should submit a paragraph or two beginning with these sentences or thoughts: "I like my Mom and Dad to read to me because...." Or, "The favorite story I like my Mom and Dad to read to me is...." Pre-school through second grade children may submit entries "as told to a parent." Third graders should write their own essays.

"Research continues to demonstrate that reading, for children of all ages, improves their ability to learn, enhances their vocabularies, and strengthens their social skills and sense of self," said Joan Gibbons, reading coordinator for the DOD Education Agency. "Efforts by the community to help us reinforce the importance and pleasure of reading are helpful and appreciated."

Humanitarian assistance leads to medal

RANDOLPH AIR FORCE BASE, Texas (AFNS - 980094) — Secretary of Defense William S. Cohen has approved the Humanitarian Service Medal for those Air Force members who were assigned to Operations Quick Transit I, II and III in Turkey.

The award of the HSM has been approved for only those listed service members who provided direct humanitarian assistance to the Kurdish and Iraqi refugees in Turkey during the period of Sept. 16, 1996 to Dec. 15, 1996.

Military members who distinguished themselves and directly participated in these operations are eligible for the HSM. Direct participation is defined as being physically present at the designated location and having directly contributed to and influenced the action.

By-name listings are available for people to verify their eligibility. Members may contact the 39 MSS/DPMPE, career enhancement section, DSN (314) 676-6418, for eligibility information. (Courtesy of Air Force Personnel Center News Service)

Air Force Core Competencies

Our Nation's Air Force develops, trains, sustains and integrates the elements of air and space power to produce:

- Air and Space Superiority
- Global Attack
- Rapid Global Mobility
- Precision Engagement
- Information Superiority
- Agile Combat Support

Speed, flexibility, and the global nature of its reach and perspective distinguish the Air Force's execution of its core competencies.

Colonel receives Silver Star for Vietnam heroism

by Staff Sgt. Michael A. Dorsey
Air Force News Service

WASHINGTON (AFNS - 980087) — Even though he thought a simple thank you from a Green Beret soldier 26 years ago was enough, the Air Force has now presented Col. Paul Curs the Silver Star.

In a recent Pentagon ceremony, he received the medal for saving lives in Vietnam — acts of heroism that he still thinks of as simply doing his job.

"I dedicated the spirit of this occasion to the young (people) where they are exposed to the tip of the spear," Curs said after receiving the medal. "This was an extremely humbling experience."

The colonel's story began Oct. 11, 1971, above cloud-shrouded Ia Drang Valley. As a forward air controller, then 1st Lt. Curs was flying an O-2A, code named Mike 14, the only tactical air support in sight when an Army reconnaissance team under attack called for help.

Knowing scant seconds could decide survival behind enemy lines, Curs' closed in. He had limited ammunition but still fired marking rockets on the North Vietnamese troops. He then coordinated a helicopter extraction for the recon team. His aerial attacks kept an Army reconnaissance team from losing a single person.

Not one to look for accolades, Curs accepted the thanks of one of the Green Berets over lunch the next day after the mission.

"They treated me like one of them," said Curs, the Air Force Reserve military assistant to the secretary of the Air Force for Manpower, Reserve Affairs, Installations and Environment. "They were my buddies. I just reacted like anyone else would have." Curs flew 242 combat sorties in Southeast Asia, but said "Mike 14 stood out as the highlight of my tour" because he helped save a reconnaissance team from capture or death. He thought it only fair to put his life on the line for them.

"I've never seen such bravery as the Green Berets," Curs said. "I've seen them remain extremely calm in situations where they were seconds away from death."

AF announces 1997 Civil Engineer Award winners

TYNDALL AIR FORCE BASE, Fla. (AFNS - 980117) — The Air Force has announced the winners and runners-up of the 1997 Air Force Civil Engineer Awards. They are:

Outstanding Civil Engineer Senior Military Manager:

Winner: Maj. Theresa C. Carter, 52nd Civil Engineer Squadron, Spangdahlem Air Base, Germany;

Runner-up: Maj. Claude V. Fuller Jr., 4th CES, Seymour-Johnson Air Force Base, N.C.

Outstanding Civil Engineer Military Manager:

Winner: Capt. Eric D. Larson, 437th CES, Charleston AFB, S.C.;

Runner-up: Capt. Mark Bednar, 66th Support Group, Hanscom AFB, Mass.

Outstanding Civil Engineer Military Superintendent:

Winner: Senior Master Sgt. Franklin Farmer, 31st CES, Aviano Air Base, Italy;

Runner-up: Master Sgt. Walter Lipscomb, 15th CES, Hickam AFB, Hawaii.

Outstanding Civil Engineer Military Technician:

Winner: Tech. Sgt. Robert A. Martin, 31st CES, Aviano AB;

Runner-up: Tech. Sgt. Quinton K. Yoakum, 65th CES, Lajes Field, Azores.

The Harry P. Reitman Award (Senior Civilian Manager):

Winner: Mary C. Giltner, 319th CES, Grand Forks AFB, N.D.;

Runner-up: Michael Duhon, 15th CES, Hickam AFB.

Outstanding Civil Engineer Civilian Manager:

Winner: Cindy R. Litteral, 21st CES, Peterson AFB, Colo.;

Runner-up: Mark A. Mobley, 611th CES, Elmendorf AFB, Alaska.

Outstanding Civil Engineer Civilian Supervisor:

Winner: Dieter Diemer, 86th CES, Ramstein AB, Germany;

Runner-up: Timothy E. Brown, 56th CES, Luke AFB, Ariz.

Outstanding Civil Engineer Civilian Technician:

Winner: Michael L. Miller, 92nd

CES, Fairchild AFB, Wash.;

Runner-up: Louis C. Mintz, 78th CES, Robins AFB, Ga.

Outstanding Civil Engineer Individual Mobilization Augmentee Officer Manager:

Winner: Col. Robert G. Cutlip, Headquarters U.S. Air Force, Washington D. C.

Runner-up: Maj. Patricia A. Thorstad, 28th CES, Ellsworth AFB, S.D.

Outstanding Civil Engineer Individual Mobilization Augmentee Enlisted Manager:

Winner: Senior Master Sgt. Leonard Apo, Headquarters Pacific Air Forces, Hickam AFB, Hawaii;

Runner-up: Master Sgt. Susan M. Toole, 92nd CES, Fairchild AFB, Wash.

Maj. General Joseph A. Ahearn Enlisted Leadership Award:

Winner: Chief Master Sgt. Edmond H. Lubbers, 52nd CES, Spangdahlem AB; Runner-up: Chief Master Sgt. Ernest J. Lorelli, 99th CES, Nellis AFB, Nev.

Maj. Gen. William D. Gilbert Award (officer category):

Winner: Maj. Gregory A. Cummings, Headquarters Air Force Civil Engineer Support Agency, Tyndall AFB, Fla.;

Runner-up: Maj. David L. Reynolds, Office of Secretary of the Air Force, Washington D.C.

Maj. Gen. William D. Gilbert Award (enlisted category)

Winner: Master Sgt. Lisa R. Mathis, Headquarters Air Mobility Command, Scott AFB, Ill.;

Runner-up: Senior Master Sgt. Michael D. Doyle, Headquarters AFCEA, Tyndall AFB.

Maj. Gen. William D. Gilbert Award (civilian category):

Winner: Kathryn Halvorson, Headquarters U.S. Air Force, Washington D.C.;

Runner-up: Steven T. Rose, Headquarters U.S. Forces in Europe, Ramstein AB.

Society of American Military Engineers (Newman Medal):

Winner: Col. J. Carlton Tickel, Headquarters Air Force Space Command, Peterson AFB, Colo.;

Runner-up: Col. Joseph C. Munter, Headquarters U.S. Air Force, Washington D.C.

Society of American Military Engineers (Goddard Medal).

Active Duty:

Winner: Master Sgt. Jon D. Saiers, 319th CES, Grand Forks AFB, N.D.;
 Runner-up: Senior Master Sgt. Terence L. Delay, 314th CES, Little Rock AFB, Ark.

Air Force Reserve Command:

Winner: Senior Master Sgt. Johnnie D. Bolen, 916th CES, Seymour-Johnson AFB, N.C.;

No runner-up.

Air National Guard:

Winner: Master Sgt. Dwight D. Barber, 201st RED HORSE Flight, Fort Indiantown Gap, Pa.;

No runner-up.

Brig. Gen. Michael A. McAuliffe Award (Air Force Civil Engineer Housing Flight):

Winner: 97th CES, Altus AFB, Okla.;
 Runner-up: 16th CES, Hurlburt Field, Fla.

Maj. Gen. Robert C. Thompson Award (Air Force CE Resources Flight):

Winner: 100th CES, Royal Air Force Mildenhall, United Kingdom;
 Runner-up: 16th CES, Hurlburt Field, Fla.

Brig. Gen. Archie S. Mayes Award (Air Force CE Engineering Flight):

Winner: 5th CES, Minot AFB, N.D.;
 Runner-up: 100th CES, RAF Mildenhall.

Chief Master Sgt. Ralph E. Sanborn Award (Air Force CE Fire Protection Flight):

Winner: 36th CES, Andersen AFB, Guam;
 Runner-up: 96th Civil Engineer Group, Eglin AFB, Fla.

Senior Master Sgt. Gerald J. Stryzak Award (Air Force CE Explosive Ordnance Disposal Flight):

Winner: 31st CES, Aviano AB;
 Runner-up: 16th CES, Hurlburt Field.

Col. Frederick J. Riemer Award (Air Force CE Readiness Flight):

Winner: 314th CES, Little Rock AFB;

Runner-up: 18th CES, Kadena Air Base, Japan.

Maj. General Clifton D. Wright Award (Air Force CE Operations Flight):

Winner: 15th CES, Hickam AFB;

Runner-up: 52nd CES, Spangdahlem AB.

Environmental Flight Award:

Winner: 21st CES, Peterson AFB;
 Runner-up: 6th CES, MacDill AFB, Fla.

The awards recognize outstanding achievements and contributions to the Air Force mission. The awards will be presented Feb. 26 in Washington, D.C., at the 36th Annual Civil Engineer Awards Luncheon at the Bolling AFB Officers' Club.

Military members earning individual awards are entitled to wear the Air Force Recognition Ribbon. Civilian employees earning individual awards may wear the Air Force Recognition Lapel Pin.

Details about the awards and the people to whom the awards are named after are in Air Force Instruction 36-2817, Air Force Civil Engineer Awards Program. (Courtesy of Air Force Civil Engineer Support Agency News Service)

AAFES overview of 1998 openings, expansions

DALLAS (AFNS - 980088) —

Money from purchases at base exchange's will enable the Army and Air Force Exchange Service to build or improve dozens of its retail facilities, military clothing stores, gas stations, shoppettes, food facilities and much more around the world this year.

AAFES' objective is to provide its customers with a comfortable and pleasant atmosphere, in efficient and modern buildings. To meet this objective, AAFES has an active construction program.

Each year, AAFES completes approximately 30 major construction and expansion projects. There are also hundreds of smaller facility renovations and equipment upgrades that take place year round.

In 1998, AAFES will complete 33 major new construction and expansion projects at 30 different military installations, both Army and Air Force.

Before 1965, exchange construction used appropriated funds. Today, however, AAFES renovation and expansion projects are funded almost exclusively through earnings from customer pur-

chases without the use of tax dollars.

About 1 cent of every dollar spent in AAFES facilities goes toward funding new construction, expansion, renovation and equipment upgrades. AAFES uses strict standards to ensure that no excess construction dollars are spent.

After construction of new facilities is complete, the buildings become U.S. Government property. Old buildings no longer used also belong to the government.

AAFES repairs and maintains the interior of all buildings it occupies, while the installation is responsible for maintaining the basic building structure, to include the roof and exterior.

AAFES engineers work closely with the Defense Commissary Agency and commanders at each installation to provide adequate parking, lighting and traffic flow. Where possible, activities are consolidated for convenient one-stop shopping.

In 1998, AAFES will complete the following new construction projects:

■ Altus Air Force Base, Okla. — shoppette, class six, car care center and gas station.

■ Brooke Army Medical Center, Fort Sam Houston, Texas — shoppette, gas station and class six.

■ Falcon AFB, Colo. — shoppette and gas station.

■ Hill AFB, Utah — gas station; shoppette, military clothing store, class six, car care center and gas station.

■ Kirtland AFB, N.M. — shoppette, class six, car care center and gas station.

■ McConnell AFB, Kan. — shoppette, class six, car care center and gas station.

■ RAF Mildenhall, England — mini mall and Four Seasons.

■ Randolph AFB, Texas, — Home and Garden Shop, shoppette and class six.

■ Schofield Barracks, Hawaii — troop mall and gas station.

■ Scott AFB, Ill. — shoppette, car care center and gas station.

■ Tyndall AFB, Fla. — shoppette and gas station.

In 1998, AAFES will complete expansion projects at the following installations:

■ Eglin AFB, Fla. — shoppette.

■ Kadena AB, Japan — shopping center and shoppette.

- McGuire AFB, N.J. — shopping center.
- Patrick AFB, Fla. — shopping center.
- Sheppard AFB, Texas — troop mini mall.
- Yongsan, South Korea — shopping center.

AAFES will continue to construct comfortable, efficient and modern buildings to better serve servicemembers and their families around the world. (Courtesy of AAFES News Service)

Civil Air Patrol features baseball star in antidrug campaign

MAXWELL AIR FORCE BASE, Ala. (AFNS - 980106) — Professional baseball player Wade Boggs touts Civil Air Patrol's cadet program as an alternative to drug usage in a public service announcement scheduled for release in early February.

"I'm amazed at the effect that Civil Air Patrol's cadet program has on young teen-agers and am honored that I was asked to speak out against drugs," Boggs said. "The Cadet program provides exciting incentives for young people to stay out of trouble."

The theme, "Looking for Trouble? So Are We," aims to increase awareness of Civil Air Patrol's drug demand reduction program. The PSA contrasts youths involved in undesirable behavior with CAP cadets carrying out a search and rescue mission.

"Wade Boggs is an ideal role model for young teen-agers," says CAP National commander Brig. Gen. Paul M. Bergman. "His drive, determination and athleticism parallel the opportunities cadet programs offers youth."

MediaLink, a Dallas-based broadcast distributor, will distribute hard copies of the PSA to television stations in communities near Air Force bases. The PSA will be available to other television stations via two satellite feeds.

The drug demand reduction program provides local communities with tools to help attack the problem of drug abuse among youth.

"Civil Air Patrol's cadet program builds a young person's esteem, giving

(him or her) a solid base from which to reject drugs," says Bergman. "It also provides (him or her) with a peer group that exerts positive pressure to resist temptation."

Civil Air Patrol, the official Air Force Auxiliary, is a nonprofit organization. It performs more than 85 percent of inland search and rescue missions in the continental United States. Volunteers also take a leading role in aerospace education and serve as mentors to America's youths through CAP cadet programs.

For more information about Civil Air Patrol programs, call 1-800-FLY-2338. (Courtesy of CAP News Service)

Air Force B-2 Spirit opens Super Bowl XXXII

by Maj. Eric Schnaible
Air Force Public Affairs
Media Operations Division

SAN DIEGO (AFNS - 980109) — Before an estimated global audience of 800 million viewers, the B-2A Spirit stealth bomber kicked off Super Bowl XXXII with an impressive show of Air Force airpower.

Two pilots from the 509th Bomb Wing, Whiteman Air Force Base, Mo., flew "The Spirit of Oklahoma" B-2 over Qualcomm Stadium in conjunction with a training mission launched earlier from Edwards AFB, Calif., before returning home.

Lt. Col. Will Gildner, 325th Bomb Squadron commander, flew in the left seat position as aircraft commander. Capt. Roger Forsyth, B-2 pilot, mission commander and the squadron's director of training, co-piloted the aircraft.

Following the national anthem, the San Diego-natives piloted the aircraft 1,000 feet above the stadium at 280 mph.

Perched high above a stadium JumboTron screen, Whiteman B-2 pilots Maj. Tom Bussiere and Capt. Kevin Kalen provided ground liaison to the B-2s flight deck, game producers and broadcast officials. They also coordinated the safe airspace operation of the flyover with Federal Aviation Administration officials.

Bussiere and Kalen also conducted local news media interviews and visited

the San Diego Veteran's Association to give a brief talk about operating the Air Force's most sophisticated bomber.

An Air Force F-16D assigned to the 416th Flight Test Squadron, Air Force Flight Test Center, Edwards AFB, Calif., followed the B-2 to provide "real-time" video imagery.

Range technicians from Edwards' 410th Test Wing converted the encrypted video telemetry signal and microwaved it from their position on a ridge line above the stadium to the JumboTron screens and television network "feed."

Gildner, in an interview with the San Diego Tribune, pointed out that, "it's important for the public to realize that there are many servicemembers around the world not able to watch the Super Bowl.

They are serving their country in the Balkans, Saudi Arabia, Turkey, Panama and other locales where Americans probably do not realize we are engaged in Air Force and joint operations.

"The B-2 flyover is as much a tribute to their service, as it is a visible reminder to the world of Air Force capabilities and the professionalism of its members."

The B-2 is an integral part of the Air Force's bomber force that also includes the B-52 and B-1B. They provide the capability to rapidly respond to crises anywhere in the world with tremendous lethality, at minimal risk to American lives.

The combination of low observability, or "stealth," large payload capacity, near-precision munitions and long range give the B-2 a unique ability to penetrate sophisticated enemy defenses and threaten an enemy's war-making capability.

Air Force boxing championships go the distance

by Oscar Balladares
San Antonio Air Logistics Center
Public Affairs

KELLY AIR FORCE BASE, Texas (AFNS - 980092) — The 25th annual Air Force Boxing Championships turned in some promising performances before a packed house at Kelly's Galaxy Club.

Preliminary bouts were fought Jan. 9,

with finals held the following evening.

"There were a few big surprises. But overall, everything panned out as expected," said Osmar Alaniz, Air Force boxing coach, following Saturday evening's finals.

Perhaps the biggest eye-opener was Albert Villarreal Jr., representing Moody AFB, Ga., who disposed of Atascosa Boxing Club's Eric Garcia one minute and 18 seconds into round two of their bantamweight title match.

Both boxers entered the contest relying primarily on left jabs to rack up points from the judges. Rights by both fighters occasionally found their mark, but did little in the way of slowing the opposition.

Villarreal dominated round two from the opening bell. The taller Villarreal began using his reach advantage to maintain a safe distance while pummeling Garcia with quick jabs and punishing hooks.

Failed attempts by Garcia to move inside were often followed by head shots from Villarreal.

The blows began to take their toll on Garcia, who soon found himself on the ropes when the referee stopped the match.

"I didn't think Villarreal had that kind of punching power," Alaniz said. "He looked very, very good. He has taken a big step toward establishing himself as a future great Air Force boxing prospect."

In the lightweight division, it was southpaw Ellis Johnson from Kelly wearing the gold after surviving a late surge by Bronson Abellanida of Luke AFB, Ariz.

Abellanida came out scoring in round one, sneaking in left jabs to tag his taller opponent. However, Johnson countered with lefts to back Abellanida up and prevent him from staying parked inside.

Johnson began taking control of the fight in round two. Quick combinations to the face of Abellanida drew blood and a standing eight count shortly into the round.

A bloodied Abellanida continued to absorb a mix of head shots which led to another standing eight count. Doctors at ringside were called in to check Abellanida, but gave the bout the green light.

Round three action mirrored the previous two rounds, as Johnson's jabs continued to find their target. But it was too little too late with Johnson holding on for the decision.

"My reach allowed my jabs to score first. Solid lefts also helped slow him down," said Johnson, who also had positive words to say about Abellanida. "He's a strong fighter. He managed to cut the ring off pretty good, but just wasn't able to take advantage of it."

Meanwhile, it was Alec Eigenberger of Luke AFB, out-pointing Jeffrey Miller from Offutt AFB, Neb., for the welterweight crown.

Miller attempted to set the tone of the fight early, scoring repeatedly with left jabs to the head of his opponent. Eigenberger combinations, however, began to take their toll on Miller, who countered by also fighting southpaw. Miller had immediate success, landing a solid jab and left hook to the face of Eigenberger.

Eigenberger stepped up his attack in round two, tagging Miller from the opening bell. Miller abandoned his attempt at fighting southpaw, but still was unable to slow down the charging Eigenberger. When Miller did manage to punch his opponent, Eigenberger routinely responded with a flurry of combinations to put Miller back on his heels.

Eigenberger's left hooks began to cause some serious damage in round three. A left in the middle of the round bloodied Miller's nose, who managed to hang on until the bell.

"He was a tough fighter," Eigenberger said. "I was getting a lot of mileage out of my lefts. Unfortunately, I just couldn't get my jabs to work tonight."

"Eigenberger did real well against a fighter with a lot of experience," Alaniz added. "He stayed in there and fought it out. He had an outstanding night against a tough competitor."

Alaniz also had high praise for Michael Frazier of Tinker AFB, Okla., a winner over Moody's Joseph Epperson for the light middleweight title.

"Frazier will be somebody to contend with in the future. He was a strong finisher tonight," Alaniz said. "He just needs more work on his technique, but that will come with practice."

Other finals results included:

Light flyweight - Kareem Reed, Killeen Boxing Association, def. Daniel Lerma, Davis-Monthan AFB, Ariz. (technical knockout).

Light welterweight - Daniel Darbonne, Keesler AFB, Miss., def. Joseph McCarthy, McGuire AFB, N.J. (TKO).

Middleweight - Matthew Glover, Hurburt Field, Fla., def. Victor De La Fuente II, Sheppard AFB, Texas. (TKO).

Light Heavyweight - Joseph Pastorello, Los Angeles AFB, Calif. wins (unopposed).

Heavyweight - Malcolm Tann, Minot AFB, N.D., def. Sergio Marquez, Edwards AFB, Calif. (TKO).

Super Heavyweight - Michael McDuffie, Randolph AFB, Texas, def. Damien Bressler, Holloman AFB, N.M. (medical walkover).

Air Force boxers will continue training at East Kelly, prior to the 1998 Armed Forces Boxing Championships Feb. 9-15 at Port Hueneme, Oxnard, Calif. Air Force winners will also represent their service at the national tournament in Colorado Springs, Colo., and at the San Antonio Golden Gloves.

Medal of honor recipient more than 10 minutes of fame

by Staff Sgt. Jason Tudor

Air Force News Service

LONG BEACH, Calif. (AFNS - 980102) — John Levitow, an ordinary man who performed an extraordinary act and received the Medal of Honor, stood in front of the C-17 that bore his name, and welled up with pride.

"It's kinda creepy looking up and seeing your name," he told the crowd of more than 300 people gathered at the Boeing facility here Jan. 23. His C-17, formerly known as P-37, was the first aircraft named for an enlisted person. The naming came during a 45-minute tribute to a man whom most Air Force people know from only a mere 10 minutes of his life.

That 10 minutes, however, made Levitow something of a rock star in most of the enlisted force's eyes. His story has been told and retold thousands of times since Feb. 24, 1969. Onboard a crippled

aircraft, using instinct and training, the young loadmaster threw himself onto a magnesium flare, hauled his torso over to the aircraft's cargo door and threw the flare out. The device ignited split seconds after it left the doorway. He did this wounded, losing blood and having a partial loss of feeling in his right leg. He is the lowest ranking airman to ever receive the Medal of Honor.

When Levitow spoke to the crowd of enlisted people, most from Charleston Air Force Base, S.C., and Boeing employees on that perfect Southern California day, he talked about how most airmen know him, from that one moment he used to save the lives of those aboard that airplane. That's OK, Levitow said, but he wants people to know there's more to his life than just those 10 minutes.

Gen. Walter Kross, the commander of Air Mobility Command, wanted the people gathered in Long Beach to know it, too.

"We can easily call Sgt. John Levitow a hero, but he has continuously requested that he doesn't want to be known as a hero. His life amounts to much more than those 10 heroic minutes. So, I'll honor his request and tell you some of the other reasons why his name ought to be on this aircraft," Kross said, surprising Levitow.

Kross told the crowd of how Levitow endured many of the same challenges today's enlisted force faces.

"He was a young airman simply doing his duty, flying a mission in the middle of the night in some far off land," Kross said. "Each night, he didn't get to sleep in his own bed back home or have a hot meal with his family. Every day, he spent working hard, getting dirty and getting tired in the service of his country."

Kross also recounted how every day during Levitow's tour, he risked his life for "the soldiers on the ground in countless other missions — people he never met."

Then, after he left the Air Force, he picked up his service to his country working in the field of veteran's affairs for more than 22 years. He currently works for Connecticut developing and designing veteran programs.

"His life has been one of tireless



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volunteerism — a role model, a mentor — with other enlisted professional education at the center of everything he did," Kross said.

"I'm a firm believer that I do represent the enlisted corps," said Levitow, choked up after the general's remarks. "I'm just lucky. Luck is all it is. It's very easy to do something and not be recognized. I'm sure there are many people who have served, have done things that have been simply amazing and never been recognized. Lucky was that I had somebody that recognized it and put me in for it."

And what does it mean to Levitow to be the most recognized figure in Air Force enlisted culture? A rock star?

"They've taken 10 minutes of my life, put it in a short paragraph in the PME, and they built me into the history of the Air Force. There's a lot more to it," he said. "I caught General (Ronald) Fogleman (former Air Force chief of staff) at a ceremony last year and I asked him, 'General, when can I retire? I've been out of the service since 1970.' General Kross told me that I can never retire. And he's right. I can't."

With "retirement" not an option for Levitow, he continues to learn everyday how to adapt with the fame his action in

the Air Force gave him. "The Air Force has been very generous," he said. "They have accepted me for the way I am. I try to pace myself, but they also understand that I'm a civilian."

After the ceremony, Levitow sat down in the C-17 loadmaster seat, a comfortable red chair just below the aircrew cabin. It was a return to a position he'd served in almost 30 years ago. Some had wondered if he felt anything special about returning to the loadmaster position.

"The loadmaster never had a seat. You never really had a place. This," he said, looking at the chair, "gives them an identity. What happens down here could mean the safety of what happens to the whole airplane."

No rock star would be complete without fans and Levitow attracted his share of those at the ceremony. One of the fans was Airman 1st Class Shannon Saal. The Peking, Ill., native with 15 months total service, met Levitow while touring the C-17.

"It's a great honor to meet him," she said. "He's very warm and intelligent."

The same rank and nearly the same age as Levitow at the time of the incident, Saal wondered if she would make the same decision he did in the skies over South Vietnam.

"Yes," she said instantly. "I know I could do it."

Chief Master Sgt. Mark Smith, who's spent more than 12 years working on the C-17 with Boeing and the systems program office at Wright-Patterson AFB, Ohio, and is a loadmaster himself, felt privileged to give Levitow a tour of the aircraft before the ceremony.

"I've been a loadmaster for more than 21 years and I finally get to meet a guy I respect so much," he said. "It's a cross between a thrill and an honor."

Levitow, the ordinary man who's brought an extraordinary amount of attention to the enlisted force through his deeds and his words, summed up the day by saying he'd like to ride in the C-17 someday — but not in the loadmaster's seat.

"If it's in the loadmaster's seat, I'm going to have to work and I don't want to work, so I think I'll ride up there and enjoy the view."